

U.S. MARINE CORPS BASE HAWAII, KANEOHE BAY, BARRACKS,
SAR
(Building 107)
C Street between 5th and 6th Streets
Kaneohe
Honolulu County
Hawaii

HABS No. HI-311-N

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
U.S. Department of the Interior
National Park Service
Oakland, California

HISTORIC AMERICAN BUILDINGS SURVEY

U.S. MARINE CORPS BASE HAWAII, KANEOHE BAY, BARRACKS, SAR (Building 107)

HABS No. HI-311-N

Location: C Street between Fifth & Sixth Streets
U.S. Marine Corps Base Hawaii
Kaneohe, Honolulu County, Hawaii
U.S. Geological Survey, Mokapu Pt. HI 1998 quadrangle, 7.5 minute series Universal Transverse Mercator coordinates: 04.628080.2371170

Present Owner: The United States Marine Corps

Present Occupants: The United States Marine Corps

Present Use: Ocean Recreation

Significance: The Search and Rescue (SAR) Barracks was built as part of the initial development of Naval Air Station, Kaneohe, during the period immediately prior to World War II, when the United States was preparing for possible entry into the war. It was attached to the waterfront SAR Crash Facility at the Naval Air Station. The utilitarian building reflects the period of its construction in its use of materials, method of construction, craftsmanship and design.

Description: Building 107 is a single story structure with corrugated metal walls and a similarly clad, low pitched, lateral running gable roof. The building has a rectangular floor plan (70' x 20') that runs along an east-west axis with doorways and jalousie windows on the north and south elevations. The gable roof is 10'-6" high at its ridge line and has overhanging, open eaves with clipped rafter tails. The eaves are treated differently on each side, with the *makai*, ocean facing, side having a broader, 4' overhang, while the inland facing side's eaves only extend 1' from the wall line. The walls are 8'-2" tall. The square metal gutters with metal downspouts are a more recent addition.

The building's primary elevations are its south and north sides. The former looks upon the ocean and has a lawn between it and the seawall. The latter faces the street and has a Natal Plum (*Carissa macrocarpa*) hedge in front of it. The two asymmetrical facades are 10 bays wide, as demarcated by their 2" x 6" rafter tails, and have irregularly placed doorways and fenestration.

The north elevation has a centered, hinged, single glass door with a bronzed aluminum frame, which was added in the late 1990s. Two jalousie windows are to the west of this doorway and a pair of jalousie windows is in each of the two west end bays. To the east of the doorway is a pair of jalousie windows, with another pair in the eastern most bay.

The south elevation has four doors servicing it. A door is at the western corner of this side, and a pair of jalousie windows is between it and the next door. Between the second and third doorways is a set of three jalousie windows, and between the third and fourth doorways are two pairs of jalousie windows. The eastern end of the building is a solid wall devoid of fenestration.

The interior of the building has a concrete slab foundation and masonite walls and ceilings. It has 4" baseboards, and a coved ceiling with the bottom chords of the roof's common trusses exposed. From the floor to the bottom of the exposed trusses is 8'.

Originally the building contained three spaces including a restroom, storage room, which was a locker room in 1955, and a large, open space. In the early 1990s when the building was converted into a dive shop, the once large space was partitioned to provide a retail space, classroom space, and a hall at the east end that divided the retail space from the restroom and storage room area. Since 2009, when the dive shop relocated to Building 128, the large space has been used for instruction and the smaller areas for storage. The interior masonite partitions are of double wall, 2" x 4" stud construction, are not full height rising only 8'. A flat arched opening in the partition wall leads to the smaller rooms. With the exception of the restroom, the floors are all covered with carpeting. The flooring in the restroom is resilient tiles. The restroom has been remodeled from the original drawings including replacement and relocation of plumbing fixtures.

A gable roof addition, which is accessible only from the exterior, was placed on the west end of the building in circa 2005 to house the dive shop's air compressor. The 12'-3" square, corrugated metal addition is lower than and not as wide as the main building. A set of hinged double doors, 6' wide and 6'-8" high in the north facing wall gives access to the air compressor.

The east gable end has a rectangular wood slat ventilator in its gable and three jalousie windows.

Building 107 retains its integrity of location, materials, and design. An original location and plot plan drawing dated September 14, 1942 shows that the building's footprint is the same as when it was built (Naval Facilities Engineering Command 1942, drwg OA-N6-468). Its integrity of setting was somewhat compromised in the late 1990s, when the boathouse that it serviced was removed from the site, being taken by barge to Sand Island for use as a warehouse. However, the building's oceanfront setting still remains, and the location of the former boathouse is distinguishable. The building's interior has been remodeled to accommodate shifting functions during the course of its history, including the replacement and relocation of doors and windows. The one circa 2005 addition that was made to the building is sufficiently modest in size to not compromise the original appearance of the building. The building supports the recreational boating activities of Marine Corps Community Services, but its space is under utilized.

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Historical Context: The Kaneohe Naval Air Station was established following a recommendation by the Hepburn Board in 1938 to develop a base for squadrons of seaplanes to support the Pearl Harbor fleet. In August 1939 the first acreage was acquired for the air station and construction was started. By the end of 1941 the air station had approximately 90 permanent and 60 temporary buildings on over 1000 acres of land, with a contingent of 440 military personnel. Building 107 was one of the temporary buildings constructed in 1941 by workmen of the Contractors Pacific Naval Air Base (CPNAB), a consortium of firms formed in the late 1930s to construct Navy facilities in the Pacific.

On December 7, 1941 the Kaneohe Naval Air Station was one of a number of military installations on Oahu to be attacked by Japan. This building suffered no known damage during the attack. The war brought an influx of personnel to the air station, and at its peak Kaneohe Naval Air Station supported 900 officers and 12,000 enlisted personnel, including a contingent of WAVES (Women Accepted for Volunteer Emergency Service).

Building 107 was built as a support facility for the Search and Rescue (SAR) boathouse (Building 127, See HABS HI-311-B) serving as a barracks for the crew that operated and maintained the crash boats. The SAR was responsible for the rescue of any boats in distress in Kaneohe Bay, or any planes which might crash into these waters. Their charge was to save lives and attempt any possible salvage. By August 1946 the SAR at Kaneohe Naval Air Station had a crew of 25 enlisted personnel who were on 24 hour emergency call. Chiefs stood around the clock radio watches, and the boat crews stood emergency watches. The SAR managed twenty one boats, including three crash boats, each 63 feet long. The crash boats were equipped not only with a radio with a frequency to connect with operations and all ambulance services, but also a second radio hooked up with Fort Shafter, the location of the Air Sea Rescue Headquarters. Also under SAR's management were four Plane Personnel boats used for bay emergencies, any air crashes into Kaneohe Bay, and by officers for recreation,

The SAR crews were also responsible to check the permits of privately owned boats in Kaneohe Bay waters, as between 1941 and 1959 a special presidential instruction required all civilian boats operating in the bay to be inspected and registered with the Station Provost Marshall. In 1959 this regulation was relaxed by establishing a 500 yard buffer zone surrounding the air station beyond which private boats could not enter.

In addition to the crash boats, SAR possessed two Rearming boats, one of which was used to ferry civilian workers across the bay, and the other was used for recreation and welfare fishing trips. The boathouse also maintained a boat for the Public Works Department and had a line handling boat used for towing the sea planes.

After the war the population of the air station dwindled, and in 1949 it was placed on maintenance status. The Navy offered the property for lease, and by June 1950 personnel were reduced to a small security force.

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On January 15, 1952 the air station was reactivated as the Marine Corps Air Station, Kaneohe. In 1956 the First Marine Brigade was home based here. Although the air station was operated by the Marines, the Crash Boat House was manned by an all-Navy unit, which was attached organizationally to the Airfield Operations Department as a Waterfront Operations Branch. Its primary mission was, "to maintain and operate in a constant state of maximum readiness, assigned boats and equipment 'for the rescue of airmen involved in water crashes or ditchings in areas within the capabilities of the boats involved.'" (*Windward Marine*, August 17, 1956.) During the 1960s SAR also housed apparatus used for training pilots for underwater cockpit evacuations. A model of a cockpit was attached by a cable to a speed boat, the pilot was placed in the cockpit, which was flipped upside down and pulled across the bay while the pilot had to escape.

As mentioned earlier, Building 107 originally served as a barracks for the SAR crew. When the air station was placed on maintenance status the building was mothballed, and following the reactivation of the installation it was rehabilitated in 1958, with its primary function shifting to provide the crew with a recreation room and office space. In the early 1990s, the Naval Oceanic Systems Center (NOSC), which was charged with training dolphins, shut down, and SAR relocated its operations to the former NOSC facility at Sac Harbor. At this time the SAR facilities, including Building 107, were placed under the administration of the Marine Corps Community Services and the former SAR area was designated part of the Cove Recreation Area.

Recreational use of the area adjoining SAR's complex dates back to 1955. At that time the Marine Corps Air Station Special Services assumed control of Building 128. This was a frame building on post and piers, which had been constructed in 1943 as a beach crew shelter, and originally stood along the shore to the west of the runway and hangars. Special Services moved the building to the present location of Building 128 and converted it into a "Yacht Club." A new building, the present west end of Building 128, was constructed in 1961 as a rest room, and in the following year the east end was added.

The principal building of the SAR complex, the boat house, Building 127, was damaged in Hurricane Iniki in 1992, and as a result a decision was made to demolish the structure. The successful bidder for the project removed the building from its foundation in the late 1990s in the month of July and barged it to Sand Island, where it was converted into a warehouse. Buildings 129 and 107 continued to be used to support the activities of the Marine Corps Community Services' marina operations. These buildings will be demolished and their functions consolidated as part of the proposed Marina Improvement project.

The simple wood and corrugated metal construction of the barracks reflects the utilitarian character of the structure and was typical of its period. Its method of construction and materials are similar to those of the other buildings in the SAR complex, Building 129, a small boat repair shop, and Building 127, the no longer extant boathouse.

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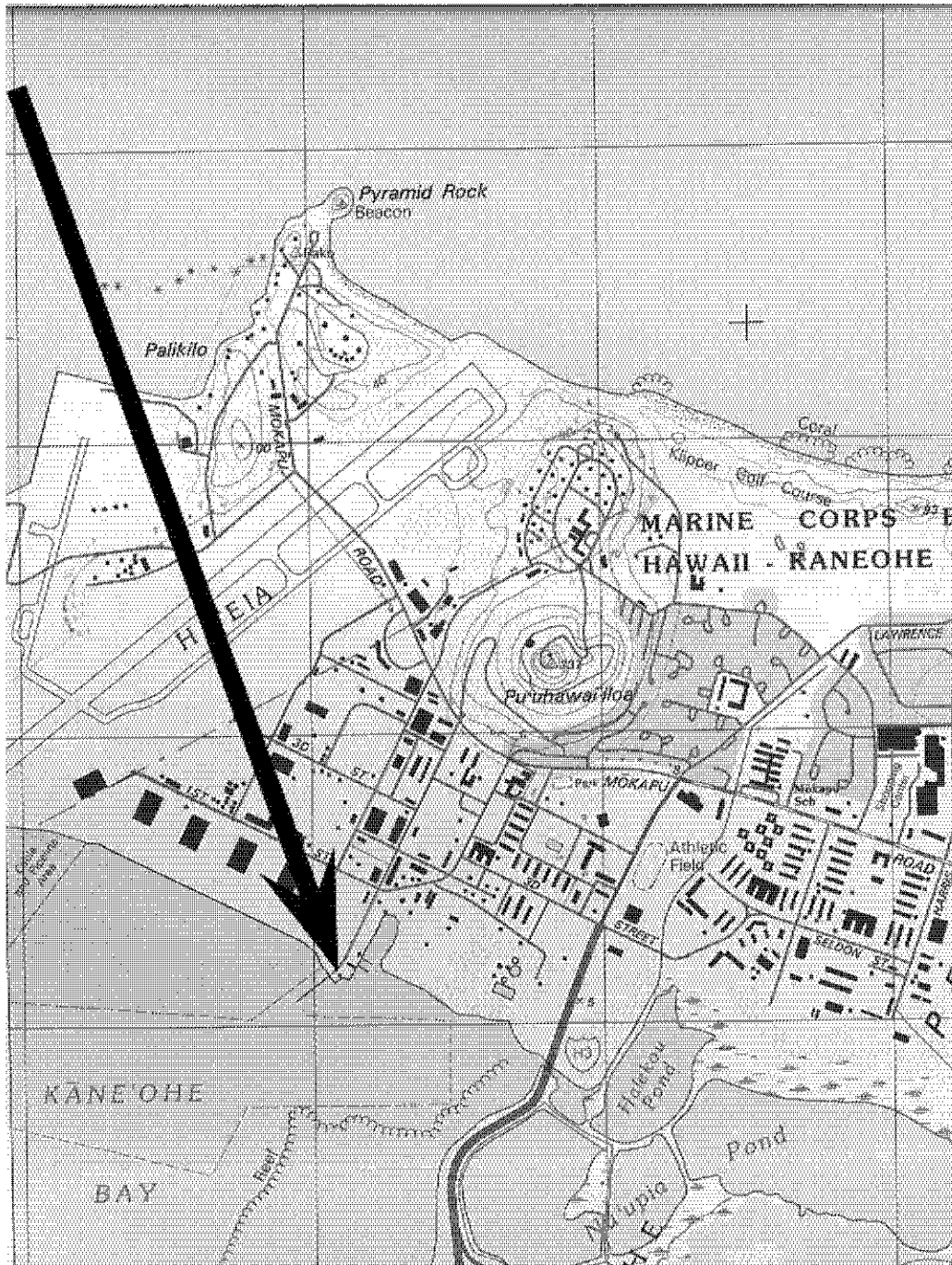
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Project Information: This report was prepared in advance of anticipated renovations or demolition of the buildings. Photographs for this report were taken by David Franzen in July, 2008 and the written portions of the report were researched and prepared by Don Hibbard of Mason Architects, Inc., Honolulu, Hawaii.

Date of Report: October 31, 2008

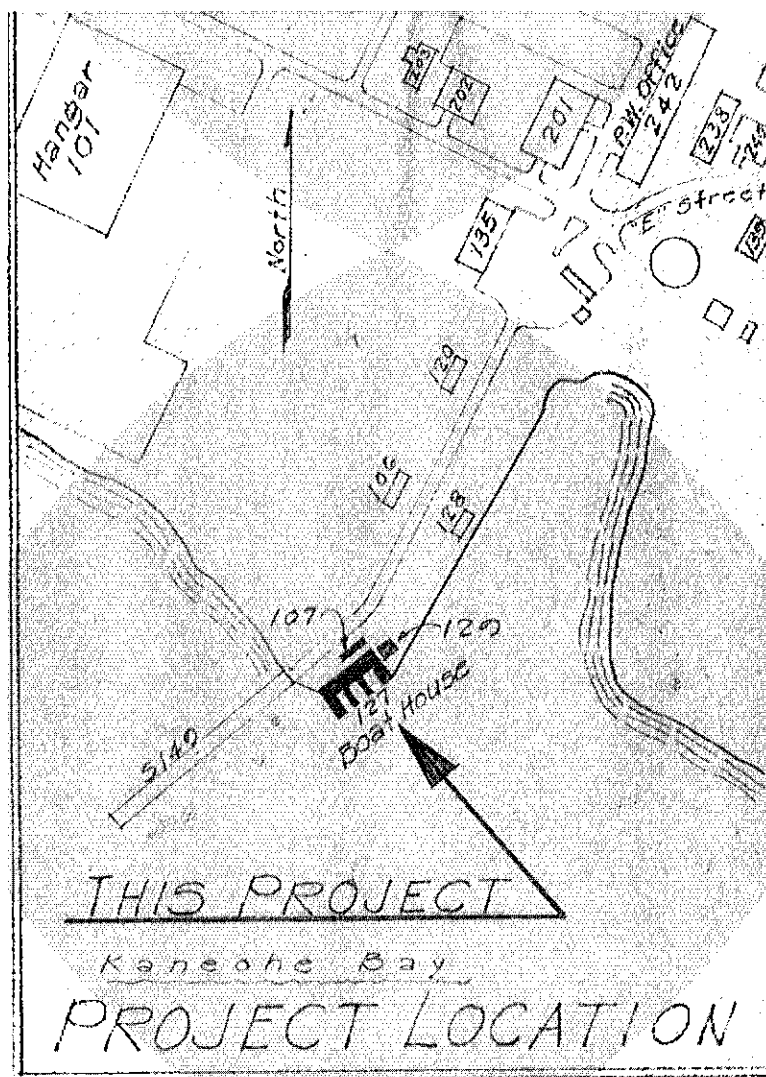
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U.S.G.S. Map, 1998



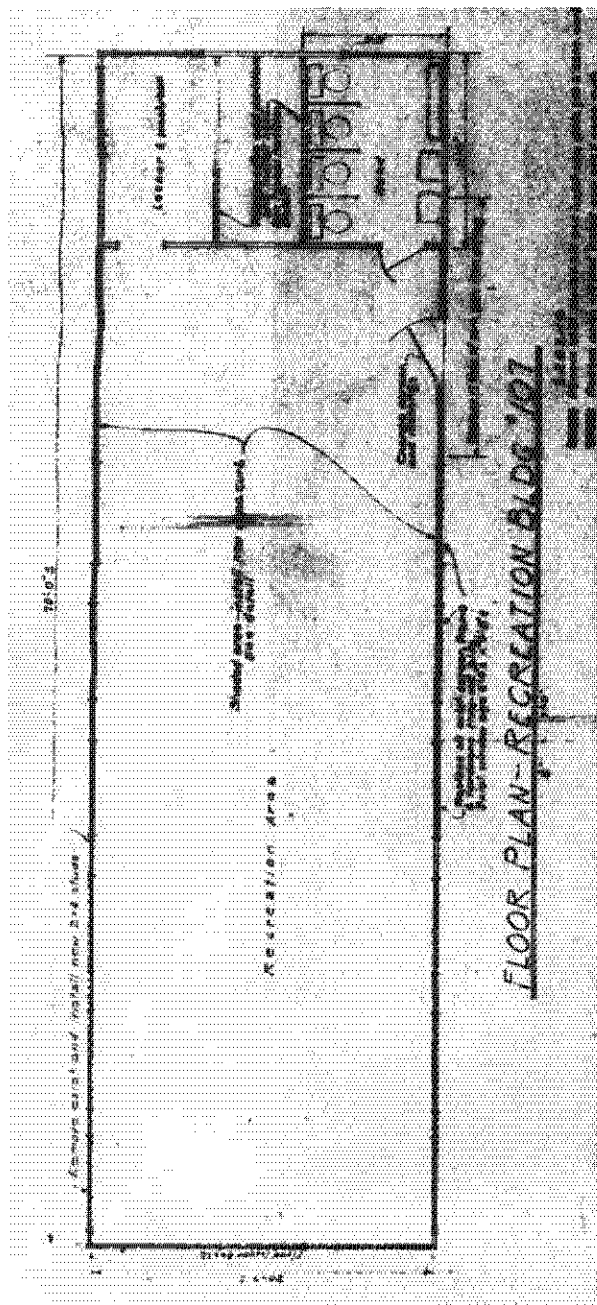
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Site Map, 1958



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Portion of original drawing dated October 24, 1958 showing the floor plan for Building 107.



Portion of original drawing dated October 24, 1958 showing a typical cross section.

